CLASSIFICATION S-E-C-R-E-I

SECRET

50X1-HUM

CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM

FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

COUNTRY

USSR

DATE OF

INFORMATION 1951

SUBJECT

Transportation - Railroads

HOW

PUBLISHED

Thrice-weekly newspaper

DATE DIST. // Jun 1951

WHERE

PUBLISHED

Мовсом

NO. OF PAGES 3

DATE

PUBLISHED

7 Feb - 11 Mar 1951

SUPPLEMENT TO

LANGUAGE

Russian

REPORT NO.

THIS DOCUMENT CONTAINS LAFORMATION AFFECTING IN NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT SO U.S. C., SI AND 32. AS MENDED. ITS TRANSMISSION OF THE REVELATION OF ITS CONTENTS IN ANY BANKER TO AN UNAUTHORIZED PERSON IS PROMISITED BY LAW. REPRODUCTION OF THIS FORM IS PROMISITED.

THIS IS UNEVALUATED INFORMATION

SOURCE

Gudok.

## RATIROADS' TIMBER AND EQUIPMENT ENTERPRISES LAG

TIMBER ADMINISTRATION SCORED -- Moscow, Gudok, 25 Feb 51

The Collegium of the Ministry of Transportation, at a meeting 19 February 1951, subjected the Main Administration of Timber Industry of the ministry and its administrators to severe criticism. The 1950 plan for lumbering was not fulfilled. Railroad transport failed to receive millions of rubles' worth of timber and forest products. Many railroad enterprises experienced an urgent need for forest products for construction and operational purposes. Deliveries to construction organizations alone were short 756,000 cubic meters of round timber and 11,000 square meters of sawn lumber. The administration was about 1.5 million ties short in its deliveries to tie-treating plants.

The timber managements met their assignment for floating timber, but in some localities the timber was put in the water in late autumn, and consequently some was locked in the ice en route until spring.

The first quarter is the decisive time for lumbering and hauling timber. The timber industry of railroad transport is at present working unsatisfactorily. The January assignment was not carried out, and the lagging continues in February. Ties and bridge beams are not being delivered on time. The sawing of lumber products is not correctly organized. The railroad systems are not being satisfactorily supplied with materials for flood control.

Many trusts of the Main Administration of Timber Industry are not meeting the plan for shipping the most important types of forest products, and the quality of production of these products is low.

The Collegium noted that the Main Administration of Timber Industry has not executed the ministry's orders regarding the fall-winter lumbering for 1950 - 1951.

- 1 -

SECRET

Sanitized Copy Approved for Release 2011/10/19: CIA-RDP80-00809A000600390620-0

SECRET

٢

S-E-C-R-E-T

50X1-HUM

The chief reason for the failure to meet the plan for lumbering and hauling is the unsatisfactory utilization of equipment. Last year the timber managements received a huge amount of portable electric power plants and highly productive saws, automobiles, loading cranes on railroad and automobile bases, internal-combustion locomotives, handcars, stationary steam engines, woodworking machines, etc. Hundreds of new machines were received in January. Powerful lift trucks will soon appear. But frequently all this huge stock of machinery is used unsatisfactorily. Little attention is given to it; often a large part of the machinery is not in working order.

The directors of the various timbering enterprises often allude to a shortage of labor, although actually the lumbering points have a sufficient supply. However, little attention is given to the welfare and educational needs of the workers; as a result, there is considerable labor turnover in some timber managements.

At the meeting, Minister of Transportation Beshchev noted that the managers of the Main Administration of Timber Industry have not taken all measures to improve lumbering. Deliveries of timber to railroad transport in the fall-winter period were short thousands of cubic meters, and little is being done to improve the situation. The first-quarter plan must be unconditionally carried out, since more than half of the year program must be executed during the winter. Supplies of timber and various items must be created to assure the continuous operation of all of the railroad network. At present, other organizations, such as construction organizations and the Main Track Administration of the ministry, are doing lumbering. This is a forced measure and a temporary one. Lumbering is done by other organizations only because the Main Administration of Timber Industry has not yet managed to measure up to its task.

RAILROAD INDUSTRIAL ENTERPRISES MISS YEAR PLAN -- Moscow, Gudok, 7 Feb 51

Industrial enterprises of the Ministry of Transportation completed only 98 percent of the 1950 plan. One of the main reasons for the unsatisfactory work of many plants is the poor organization of production. In many cases care for the improvement of technology, for the creation of continuous methods, for smoothness in production, and for intra-plant planning is lacking. Inefficiency of command personnel and weakening of labor discipline have lead to backwardness in the Saratov Electrotechnical Plant, the Novosibirsk Switch Plant, the Moscow Railros Car Repair plant imeni Voytovich, and several others. Not enough care is given to technological discipline and reduction of the cost of production, saving materials, etc.

HIT PRODUCTION OF SIGNAL LIGHTS -- Moscow, Gudok, 11 Mar 51

Recently, several new designs of electric-light signal units have been worked out. The extensive use of these units will increase the safety of train movements and marshalling operations. However, as yet only a few of these units are on the line.

A special commission of the Main Traffic Administration and the Main Passenger Administration of the Ministry of Transportation has adopted for operation the electric-light signal unit designed by Kozlovskiy and Osvetinskiy. This unit is light and portable, operates for long periods without servicing, and can be used for both signaling and illumination. However, far from promoting the output of improved equipment, the Main Administration of Railroad-Machine-Building Plants does not want to change the technological processes, and its Lyubertsy Plant continues to produce electric-light units which the railroad systems refuse because of their high cost and numerous defects in design.

- 2 -

 $\underline{\mathtt{S}} \text{-}\underline{\mathtt{E}} \text{-}\underline{\mathtt{C}} \text{-}\underline{\mathtt{R}} \text{-}\underline{\mathtt{E}} \text{-}\underline{\mathtt{T}}$ 

SECRET

Sanitized Copy Approved for Release 2011/10/19: CIA-RDP80-00809A000600390620-0

SECRET

 $\underline{s} \underline{-}\underline{E}\underline{-}\underline{C}\underline{-}\underline{R}\underline{-}\underline{E}\underline{-}\underline{T}$ 

50X1-HUM

In 1951, the important marshalling stations received several illuminating lights powered by storage battery and equipped with adjustable reflectors, designed by Terekhin. However, many of these lights are not operating, since recharging them is difficult and can be done only at specially equipped shops.

Poor installation of lig... signals is causing overexpenditures of electric power. Also, the Main Administration of Signaling and Communications has not supplied the stations with 5-watt bulbs, and, as a result, bulbs of greater capacity than is necessary are installed in switch indicators and other items of equipment.

In a majority of stations, ordinary flat glass is provided for signaling equipment, and much money is wasted on replacing it. But the Main Administration of Material and Technical Supplying has done nothing to provide glass of greater durability.

The technology of railroad transport has made great advances during the Five-Year Plans, and it is intolerable that in many stations the signals are illuminated with kerosene lamps and candles. Also, while some portable electric lamps have been introduced, no one has bothered to do anything about electric markers for the rear of trains.

- E N D -

- 3 -

 $\underline{S} \underline{-} \underline{E} \underline{-} \underline{C} \underline{-} \underline{R} \underline{-} \underline{E} \underline{-} \underline{T}$ 

SEGRET